CHAPTER 37

DESIGN STANDARDS

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Section 37.010. Commercial Design Standards *(Amended 01/08/13; 06/10/14; 12/09/14)*

These standards are intended to improve the aesthetics and functionality of new commercial or redevelopment projects which help make Lehi City a more desirable place to live, conduct business, and visit. To meet the intent of this section, the following provisions shall be applied to all new commercial developments and exterior remodels within the C, CR, BP, MU, NC, HC, PC, T-M, RC, HI, SE, TOD, LI, I and C-1 Zones of Lehi City, unless otherwise modified by an approved Area Plan. For exterior remodels, these standards shall be applied on a case-by-case basis as reasonably applicable.

A. Architectural Standards. The following architectural standards shall apply to new development and exterior remodels of commercial properties within Lehi City:

1. General Design Concepts. New development shall be designed for its specific context with a design unique to Lehi City. Developments containing two (2) or more buildings shall possess a similar design theme, and the site shall be designed such that the overall development is cohesive. Building architecture, exterior materials and colors shall coordinate.

2. Compatibility. All commercial developments should be appropriate in scale, mass and proportion, and be in character with the architectural theme and color palate of significant adjacent buildings.

3. Entrances. Major street front entrances shall be developed on all new buildings, relating to the sidewalks and pedestrian travel. Building entrances should be located at intervals of no more than seventy-five (75) feet along any elevation facing a street. If building entrances are located more than seventy-five (75) feet apart, or if there is a single entrance point on a façade greater than one hundred fifty (150) feet in length, the areas between the entrances shall utilize shaded sidewalks, awnings, windows, or other similar pedestrian-friendly architectural features. Off-street parking behind new commercial buildings may dictate additional public entrances, conveniently located near the major parking areas.

Figure 1. Area between building entrances is treated with awning and windows to create a pedestrian friendly environment.

4. Street Facades. The façade that faces the street is the most prominent in any commercial building. It shall be designed with large panes of clear glass on the main level oriented to the sidewalk. Opaque, heavily tinted, or reflective glass is inappropriate and shall not be used.

Figure 2. Façade faces street with large panes of glass on first floor.

5. Side and Rear Facades. The design of a building shall be considered on all sides of the building, with each façade being required to meet the terms of this Section.

6. Variation. Commercial buildings shall be designed with architectural wall variations spaced at intervals of thirty (30) to fifty (50) feet in linear width, depending on the size of the project (see Figure 3). At least four (4) or more of the following architectural features shall be incorporated into the design of the building: a change in building materials, building projections measuring at least three (3) feet in depth, roof line variations measuring at least three (3) feet in height, , awnings and lighting, or another architectural variation that creates visual interest.

Figure 3. Visual interest is created through variation in building projections and construction materials.

7. Vertical Separation. Buildings in excess of two (2) stories in height shall exhibit architectural detailing that establishes a vertical separation between lower and upper stories. This may be accomplished by a mid-façade cornice or trim, a change in material, style or color, a façade step-back or roof pitch with dormer windows, or other methods.

Figure 4. Vertical separation between stories has been established by a change in building materials and architectural style.

8. Building Materials. The majority of each façade (51% or more of the wall excluding windows and doors) shall be constructed of the following building materials: brick, stone, earth-tone colored decorative block, fiber/cement siding, wood, concrete, or other durable building material as approved by the Planning Commission. Exterior building materials shall be limited to no more than three types of materials per building. Stucco, metal, or untreated concrete block (CMU) may be allowed by the Planning Commission as an accent or secondary material only. Metal clad buildings, or large sections of stucco or vinyl siding are prohibited.

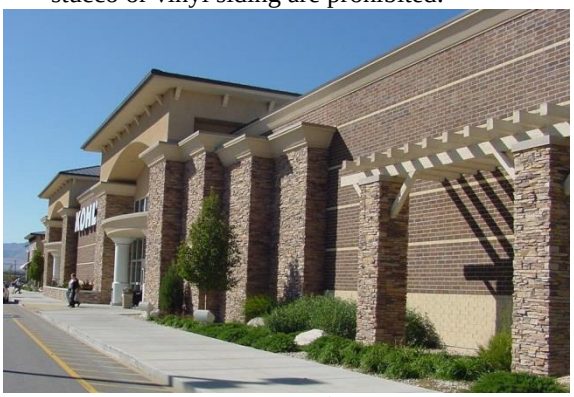

Figure 5. Building is constructed of rock and brick, with stucco accents.

Figure 6. Outstanding contemporary design is appropriate and encouraged

9. Contemporary Design. Buildings with an outstanding contemporary design may be allowed by the Planning Commission if the proposed building is over 20,000 square feet and is designed by a licensed architect. A contemporary design is one that uses non-vernacular (traditional) architecture that is aspirational, visionary and uses new materials in an innovative way. Exterior materials shall allow the use of rock, brick, wood, metal, concrete, glass, tile, and other quality materials as approved by the Planning Commission. Stucco and EIFS may be allowed by the Planning Commission as an accent or secondary

material. Contemporary design shall not be allowed within the Historic Commerce District.

10. Screening. Mechanical equipment shall be located or screened so as not to be visible from public and private streets. Screens shall be aesthetically incorporated into the design of the building, whether located on the ground or the roof, and may include such treatments as balustrades, parapet walls, or landscaping. Screening materials shall be compatible with those of the building.

11. Building Architectural Orientation. Buildings shall have their architectural orientation towards the front of the property, which includes having at least one functioning entry door oriented to the street. The front of the property shall be defined as the street frontage from which the building is accessed. Buildings on corner lot sites shall have an architectural orientation towards each right-of-way frontage with entrances or the appearance of entrances along each façade.

Figure 7. Commercial design that is compatible with residential architecture

Figure 8. Office building with a design that is compatible with nearby residential uses

12. Neighborhood Commercial Standards. In order to create development that is harmonious with surrounding residential uses, all developments located within the Neighborhood Commercial (NC) Zone shall be designed using architectural features that are compatible with residential architecture (see figures 7 and 8). Rooflines shall be pitched in a manner that mimics residential roof lines. Architectural design should resemble residential features to the greatest extent possible. At least two of the following features shall be incorporated into the building architecture: window awnings, decorative lighting, shutters, decorative trim, and other elements as approved by the Planning Commission.

B. Site Design Standards. The following standards address the various outdoor spaces that form the commercial areas of Lehi, including its streets, parking areas, sidewalks, plazas and other outdoor places. These spaces provide settings for the architecture, and connections to and from the various buildings. The design of these outdoor spaces shall be of equal high-quality as the buildings themselves, in order to create commercial areas that are unified and consistent, and for creating a positive image. The following standards describe the general treatment of important public spaces located in Lehi. These standards are intended to provide direction for Lehi City, UDOT, property owners, designers, and developers as improvements are made to public infrastructure and spaces.

1. Streets and Streetscape. Each of the streets in Lehi contributes to the establishment of a positive place for residents and visitors alike. The width of the roadway, the number of lanes, on-street parking, street trees and landscaping shape our first impressions of an area. The following standards address general road and street conditions that are desirable for commercial developments in Lehi. Commercial streets and roads should provide a sense of entry and encourage pedestrian movement and flow.

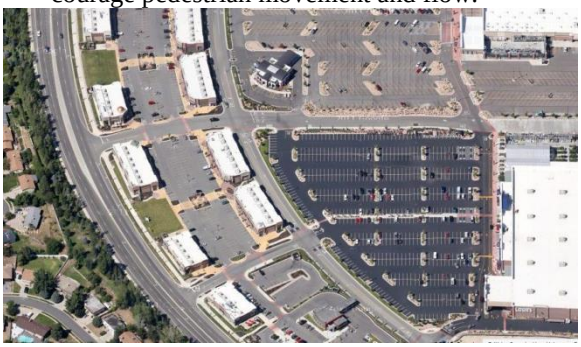

Figure 9. Regional commercial with smaller out parcels oriented to the street and large stores setback

(a) Buildings shall be oriented to the right-of-way in order to create a "street-wall" along the street edge with no front yard set-

back except to allow for some minor landscaped areas, courtyards, plazas, or a drive thru if the site constraints do not allow for an alternative design.
(b) Exceptions may be made for large regional developments. Any smaller out parcels that are a part of a large regional development must be oriented to the street (see Figure 9).
(c) In the case a project is located adjacent to a State road or major arterial, a minimum fifteen (15) foot setback shall be required as measured from the edge of right-of-way. Landscaping, courtyards, and plazas are allowed within the required setback; however, a drive-thru lane may not be allowed within the required setback due to site impacts from potential street widening.

2. Pedestrian Circulation and Street Crossings. Sidewalks and walkways shall extend from building façade to street edge, maximizing the area available for walking and pedestrian street life. Crosswalks within commercial retail and office developments shall be constructed with concrete unit pavers or similar materials, helping to distinguish these zones to motorists. Raised central median strips, bulbouts and other street embellishments should be considered on a case-by-case basis for enhancing the image and safety of commercial areas.

3. Connection to Master Planned Trails. Projects adjacent to master planned trails shall provide hard surfaced pedestrian connections from the trail into the site.

4. Paving and Surface Materials. Sidewalks and walkways shall be constructed of concrete, and include areas with brick, concrete unit pavers or similar materials. Color tones should be medium to dark in order to create a uniform setting for the surrounding building materials and colors.

5. Lighting and Furnishings. Streetlights and furnishings shall be coordinated throughout Lehi. Furnishings shall be limited to a select range of benches, trash receptacles, tree grates and bollards. Streetlights shall be selected from a single model line and coordinate with other streetlights.

C. Parking Lots and Alleys. Parking lots and rear alleys shall be carefully designed and developed in order to create harmonious and desirable commercial areas.

1. Orientation. Parking lots shall be located to the rear or between buildings wherever possible. The lots should be broken up into smaller spaces, utilizing trees to create shading and to provide a level of order and structure.

2. Lighting and Furnishings. Lighting shall be provided in all parking lots, utilizing attractive poles and fixtures in contrast to nearby streetlights. Fixtures shall be selected that are night-sky friendly (which limits upward lighting) and shall comply with Section 12.110 of the Development Code.

3. Landscape Treatments. Where parking is located adjacent to a public road, trees and other appropriate vegetation should be used to separate and define the edges of the parking area from the sidewalk and street. All parking lots shall be well-landscaped according to a detailed landscaping plan as per sections 05.050(F) and 12.080 of the Development Code.

4. Access to Adjacent Uses and Buildings. Well-landscaped sidewalks and paved connections shall be provided between parking lots, nearby buildings and points of interest. Parking and landscaping areas shall be arranged for convenient pedestrian access.

Figure 10. Parking lot has been landscaped with trees that create a heavy canopy and provide shade.

D. Landscape Treatments and Embellishments. Landscaping shall be installed in such a way that it enhances the built environment and creates an aesthetically pleasing site. The following standards shall apply to new development and renovations of commercial properties within Lehi City:

1. Street Trees and Landscape Elements. Landscaping shall be installed in such a way that it

enhances the built environment and creates an aesthetically pleasing site. Street trees with a two (2) inch caliper shall be installed along all public rights-of-way by the developer of the property with spacing as per section 2.05 of the Lehi City Design Standards and Public Improvements Specifications. Installing trees in addition to the standards set forth in the Lehi City Design Standards and Public Improvements Specifications is encouraged. Small ornamental trees should be avoided, and drought-tolerant species that will be large at maturity encouraged. In general, new street trees should be selected as per the Lehi City Street Trees Selection Guide.

2. Xeriscape Landscape. Xeriscape landscaping areas with the use of native and drought tolerant plant species provides improved aesthetics in Lehi City. A minimum of twenty (20) percent of the required open space area must be xeriscaped according the definition of xeriscaping in Chapter 38 of the Development Code.

3. Street Furnishings and Lighting. Street furnishings and streetlights throughout Lehi's commercial areas should be coordinated. A cohesive system of furnishings and lighting, similar to those in Downtown Lehi, shall be implemented in commercial areas. The style of furnishings and lighting should reinforce the unique character of Lehi, and exude a sense of high-quality investment and civic pride. Streetlights shall be selected from a single model line, with variations according to the lighting function required and the specific area to be lit.

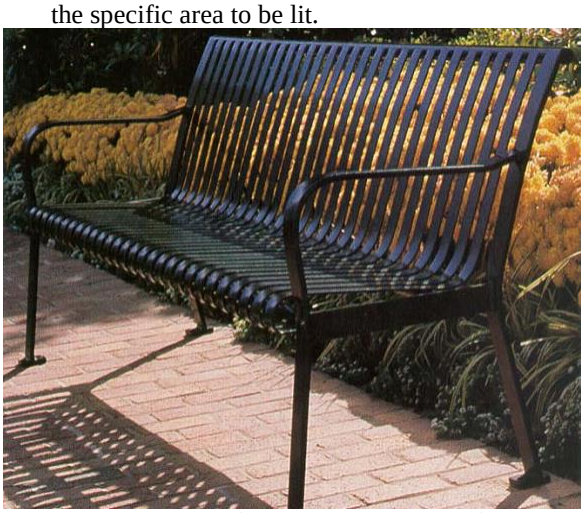

Figure 11. Quality street furnishings exude a sense of investment and civic pride

4. Fences and Walls. In general, fences and walls shall be limited to the rear and sides of buildings, helping to reinforce the feeling of Lehi as a small urban area. Fence and wall design shall conform to the provisions set forth in section 12.080 of the Development Code.

E. In the event that these provisions conflict with another section of the Development Code or General Plan, the more restrictive provision shall apply.

Section 37.020. Historic Commerce District Design Standards *(Amended 01/08/13)*

The Historic Commerce District encompasses the core historic areas of both Main Street and State Street. These areas are identified as the Historic Commerce District. These areas are important identifying features that help link the present day community with its past, which sets Downtown Lehi apart from other cities of similar size in Utah and elsewhere. It is critical to encourage both reinvestment in existing properties and sensitive new construction in these areas in order to preserve and strengthen Lehi's heritage, and to establish downtown as a thriving place of commerce. These standards are intended to serve as directions for property owners, architects, designers and developers to help them design and construct appropriate renovations and/or new infill projects that respect the historic nature of Lehi and contribute to the ongoing development of the city's commercial profile. These standards apply only to properties that front Main Street from 500 West to 100 East, State Street from Center Street to 300 East and in the Historic Commerce (HC) District. These standards are as follows:

Figure 12. Superimposed fake "historic style" remodeling on an existing building

A. <u>Existing Structures.</u>

1. General Renovation Concepts. Renovation projects shall always respect the architectural heritage of the individual building as well as the historical context of the streetscape. The following general renovation concepts shall apply:

(a) The original building composition shall be respected, including the scale and proportions of the existing structure.
(b) As many as possible of the distinguishing features of a building shall be maintained. Alteration or removal of these features is discouraged. The original design character and integrity of the building shall be respected.
(c) Avoid superimposing a fake "historical style" on the building such as "Colonial", "Victorian", etc.
(d) When parts of a building are in need of work, they should be repaired rather than replaced. If it is impossible to repair, then replace with materials, systems, etc. that are historically correct, rather than imitations.
(e) When inappropriate materials and forms mask the original building facades, these shall be removed, exposing the original materials, proportions, openings, and design features.

2. Storefront Design. The storefront is the most prominent element in any retail establishment. It must be pedestrian friendly as well as respectful of adjacent buildings. At the completion of a project, the result should be a storefront that is inviting and attractive for pedestrians. It must also make a positive contribution to the overall streetscape of Downtown Lehi. The following are storefront design standards:

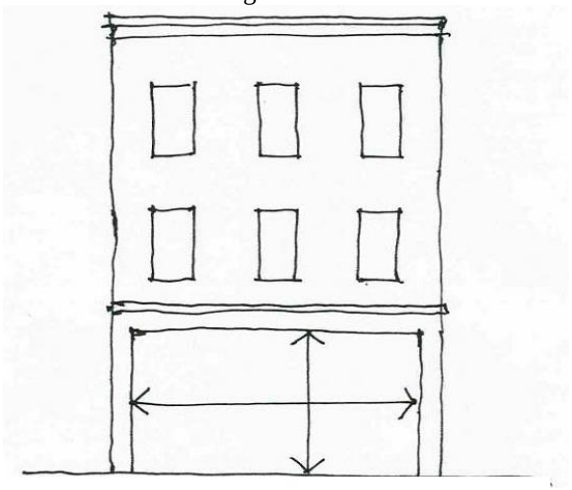

Figure 13. New storefront fills the entire area

(a) The remodeled storefront shall be contained within the original opening and fill the entire space. It must maintain the line of the existing storefront at the edge of the sidewalk.
(b) The remodeled storefront shall be contained within the original opening and fill the entire space. It must maintain the line of the existing storefront at the edge of the sidewalk.
(c) The original proportion of open (clear glass) to solid (usually structural piers) shall be maintained in all remodeling projects. Clear glass shall be used for all storefront windows. Opaque, heavily tinted, or reflective glass is inappropriate, and shall not be used.
(d) Original materials shall be used if at all possible. Avoid the use of materials that are inconsistent with materials used at the time of original construction. Materials such as vinyl siding and EIFS shall not be used. Original proportions shall also be maintained.
(e) Existing transom windows shall be maintained or exposed, (if they have been covered over by previous remodeling projects). The original location and proportions shall be maintained.
(f) Bulkheads below the storefront windows shall retain the original proportions and be constructed with materials consistent or compatible with the age of the building.
(g) Entrances shall respect the location and line of the existing entrances. Maintain recessed entrances if they exist. If doors need to be replaced, doors similar to the existing size, proportion and materials shall be used. Avoid door styles that conflict with the character and integrity of the building.

3. Upper Story Windows. Upper story windows contribute significantly to the streetscape. They create a special rhythm that is to be respected and maintained. The following are upper story window design standards:

(a) Maintain the position, shape and size of the existing upper story windows.
(b) Remove materials that block or screen existing upper story openings.
(c) Replace existing window openings with new windows that fill the entire opening. Smaller new windows within larger existing openings are not to be used.
(d) Replacement windows shall match the existing windows if possible, and shall respect the existing pattern and type.

4. Awnings. Awnings contribute to the streetscape in many ways and were often used as important design elements in historic storefronts. They offer shade and protection from the ele-

ments as well as protecting the storefront glass from direct sunlight. They are also useful for building identification. The following awning design standards shall apply:

(a) Awnings shall fill the openings above the glass, but not extend beyond these openings to cover the structural piers of a storefront. They are not to cover the space between the second story window sills and the building cornice. They shall be designed to maintain sufficient headroom above the sidewalk.

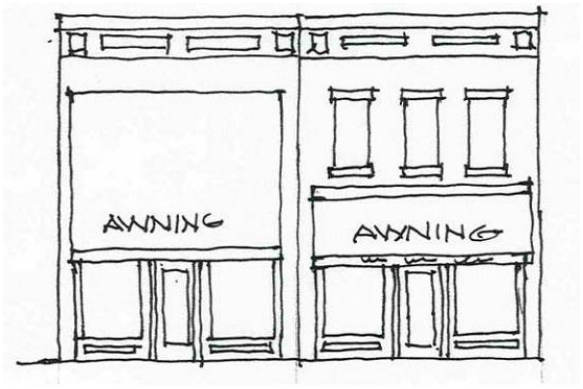

Figure 14. Appropriate awning does not cover upper story windows

(b) Awnings are to respect the form of the windows and not introduce a new form that is unrelated to the existing building. Awnings should not obscure architectural features of the building façade.

(c) Fabric awnings are encouraged, except where other materials are more consistent with the original design of the façade. Avoid materials that do not respect the original building design.

Figure 15. Awning provides shade and protection from the elements, good building identification

(d) Backlit awnings are inappropriate and shall not be used.

5. Signs and lighting. Signs are an important feature in the overall streetscape and serve to identify individual stores or places of business. Well designed signs contribute significantly to the continuity of building facades in a retail district. Conversely, poorly designed or placed signs tend to disrupt this desired continuity. The following sign design standards, in addition to Chapter 23 of the Development, Code shall apply:

(a) Signs shall be limited in number and placed in areas that contribute to, rather than conflict with, the architecture of the building.

(b) Signs shall not overpower the storefront nor obscure display windows or significant building features.

(c) Signs that are backlit or flashing are inappropriate and shall not be used.

(d) Lighting should not flood the whole façade of the building. Fluorescent lights are not allowed. The use of protected and indirect lighting from interior windows or above entrances, windows, and signs is preferred. No exterior or façade lighting should be allowed to extend or flood onto adjacent properties or public spaces.

6. Rear Entrances. Off-street parking, often behind buildings that front on major retail streets, has put more emphasis on the rear of buildings as pedestrians/clients search for convenient entrances to shops. A rear entrance may handle normal service activities, such as loading, shipping, and trash collection, but it can also be a welcoming element for the public.

(a) Rear entrances shall respect the architectural elements of the original building and not compete with the main façade of the building.

(b) Rear entrances shall be developed with appropriate signage and lighting. Awnings, used as a means to identify and provide cover for the public entrance, shall adhere to the standards specified in Section 37.020(A)(4) of the Development Code.

7. Colors. The proper use of colors can be an inexpensive means to alter the expression of any building, and contribute to the overall streetscape.

(a) The natural colors of brick masonry, stone, or other existing building materials should dominate the color scheme of the building. If the existing wall materials are painted, the values shall be in harmony with

the materials and colors of the existing context.
(b) Other colors shall be respectful of adjacent buildings, utilizing similar values. Accent colors must complement base colors, but not overpower the building façade.
(c) Historical color palettes provided by major paint manufacturers should be consulted.

B. Infill Development. Gaps in the street-wall in historic areas caused by the demolition of former buildings tend to destroy the continuity of the streetscape. Sensitive infill construction on these vacant lots helps restore this continuity. For requirements and recommendations regarding storefront design, upper story windows, awnings, signs, rear entrances, and colors, refer to Section 37.020 (A). The additional following standards shall apply to infill development:

1. Design. Infill development shall not try to emulate or copy buildings that were constructed many decades ago or use pseudo historic details in an effort to look old. Elements of Lehi's historic context that may influence the design of new development include building form, massing, scale, materials and colors.

2. Site Orientation. Infill development shall respect the context in which it is located (see figures 16, 17 and 18). It must respect the scale, alignment, orientation, and distinguishing features of its neighbors.

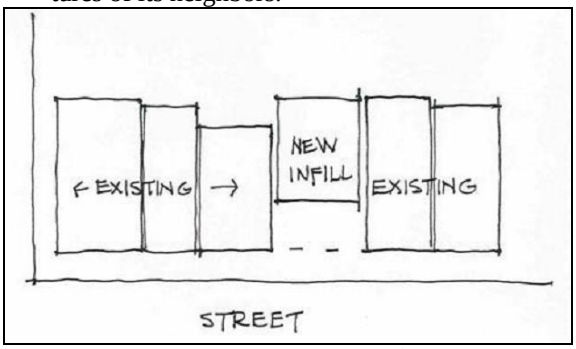

Figure 16. Inappropriate Alignment - new infill building has been set back from established "streetwall"

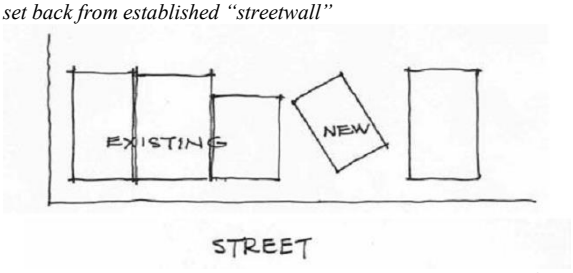

Figure 17. Inappropriate Alignment - skewed orientation of new infill building disrupts established "streetwall"

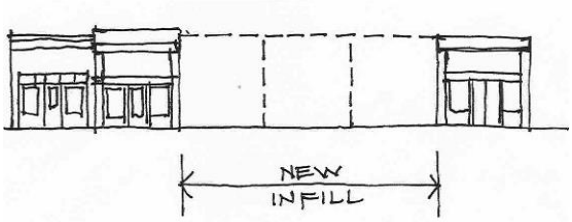

Figure 18. New building as a series of bays

3. Building Continuity. Infill development shall reflect structural bay sizes, solid/void proportions, and established rhythms of adjacent buildings. Large building facades shall be broken into bay sizes consistent with the existing architecture.

4. Building Height. Infill buildings must not be significantly taller or shorter than adjacent existing structures. No buildings are to exceed three stories. One story above ground is typically fifteen (15) feet in height, including the roof; two stories is typically twenty-five (25) feet high, including the roof; and three stories is typically forty (40) feet high, including the roof. Buildings with retail or commercial on the ground floor and living spaces above are permitted whereas stand-alone high density residential is not, as per Table 05-030-C.


Figure 19. New infill respects the height and horizontal lines of adjacent buildings

C. In the event that these provisions conflict with another section of the Development Code or General Plan, the more restrictive provision shall apply.

Section 37.030. Main Street and State Street Areas Other Than the Historic Core Design Standards *(Amended 01/08/13)*

The established commercial areas beyond the historic cores – which stretch along State Street and Main

Street – are important and should be improved carefully. Both streets carry heavy traffic volumes and present a powerful image for visitors and residents of Lehi. These streets also serve as transition zones between general commercial development and the historic core areas of the community.

These standards are intended to serve as directions for property owners, architects, designers and developers to help them design and construct appropriate new projects that are compatible with the community and contribute positively to the ongoing evolution of the City's main commercial streets. The following standards shall apply to commercial developments with street frontage on Main Street and State Street in the MU, C, NC, PC, HI, and CR Zones:

A. General Design Concepts. New construction in these commercial areas shall respect and build upon the historical legacy of Lehi. New development shall be designed for its specific context.

Elements of Lehi's historic context that may influence the design of new development include building form, massing, scale, materials, and colors.

A new building can borrow historic features from the area, but should not try to imitate buildings that were constructed decades ago. Nor should pseudo-historic details be used in an effort to copy older buildings in Lehi or elsewhere.

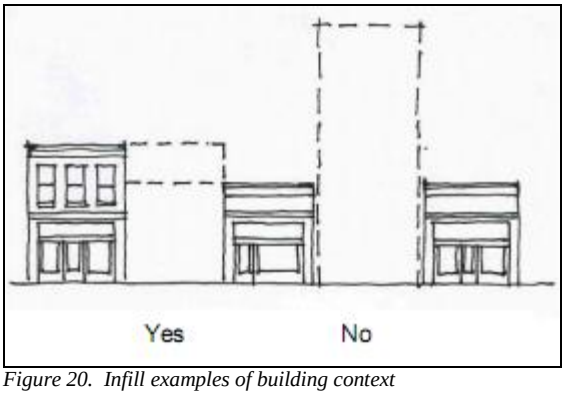

Figure 20. Infill examples of building context

1. Building Massing. Building height and mass should be approved on a case-by-case basis, depending on the surrounding context. Large building facades shall be broken into bay sizes consistent with development patterns previously established in Lehi.

2. Relationship to the street. New buildings shall be built to the major street property line, with no front yard setback except to allow for some minor landscaped areas, courtyards, or plazas. Parking shall not be allowed in the front of a commercial building (see figure 21). The only parking allowed in front of buildings is parallel parking on public streets. Exceptions may be made to regional commercial uses as per Section 37.010-B-1-(a) of this Code.

3. Entrances. Major street-front entrances shall be developed on all new buildings, relating to the sidewalks and pedestrian travel. Off-street parking behind new commercial buildings may dictate additional public entrances, conveniently located near the major parking areas.

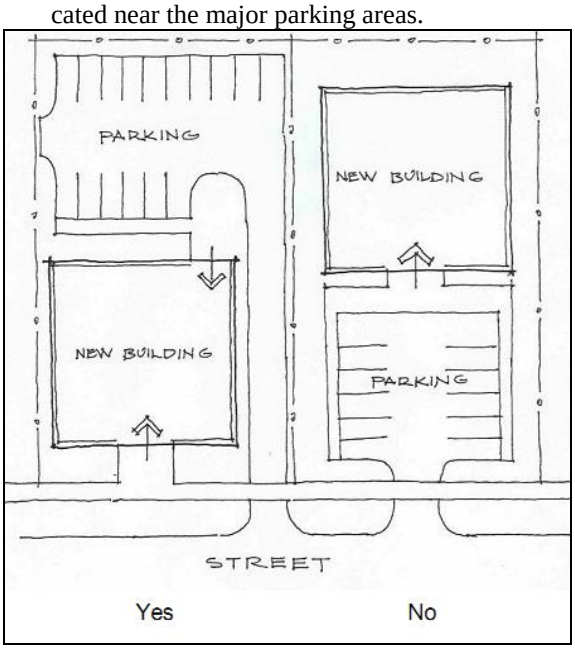

Figure 21. Building has a relationship to the street with the parking in the back

4. Street Facades. The façade that faces the street is the most prominent element in any commercial building. It shall be designed with large panes of clear glass on the main level oriented to the sidewalk. Opaque, heavily tinted, or reflected glass is inappropriate and shall not be used.

Section 37.040. Multi-Family Residential Design Standards *(New 06/10/14)*

These standards are intended to create multi-family developments that will establish permanent neighborhoods and provide a sense of community. To meet the intent of this section, the following provisions shall be applied to all new multi-family residential and mixed use developments, unless otherwise modified by an approved Area Plan. For exterior remodels, these standards shall be required.

A. Architectural Standards.

1. General Design Concepts. New development shall be designed for its specific context with a design unique to Lehi City. Developments containing two (2) or more buildings shall possess a similar design theme, and the site shall be designed such that the overall development is cohesive. Building architecture, exterior materials and colors shall coordinate.

2. Side and Rear Facades. These design standards shall be applicable to all sides of a building, with each façade being required to meet the terms of this Section.

3. Building Materials. The majority (51% or more) of each façade shall be constructed of the following exterior building materials: brick, stone, fiber/cement siding, or other durable building material as approved by the Planning Commission. Stucco or metal may be allowed by the Planning Commission as an accent or secondary material only. Metal clad buildings, or large sections of stucco or vinyl siding are prohibited.

4. Vertical Separation. Buildings in excess of two (2) stories in height shall exhibit architectural detailing that establishes a vertical separation between lower and upper stories. This may be accomplished by a mid-façade cornice or trim, a change in material, style or color, a façade step-back or roof pitch with dormer windows, or other methods

5. Building Entrances. Building entrances shall be oriented towards the street or a common courtyard area and provide connecting pedestrian access between the street or courtyard areas (see Figure 22).

Figure 22. Entrances are oriented to the street with rear-loading garages.

6. Two (2) family, three (3) family and four (4) family dwellings shall maintain a single family detached appearance to the greatest extent possible (see figure 23). Instead of each unit mirroring the other, the dwellings shall be designed so that they have the appearance of a large single family unit. This can be accomplished by separating the entrance of one unit from the entrance to the adjacent unit, or by utilizing grade changes and roof line variety.

Figure 23. Multi-family dwelling maintains the appearance of a larger single family dwelling.

7. For multi-family dwellings greater than four (4) units, no wall, roof line, or an unbroken plane shall be longer than sixty (60) feet (see Figure 24). At least four (4) or more of the following architectural features shall be incorporated into the design of the building: a change in building materials, building projections measuring at least three (3) feet in depth, roof line variations measuring at least three (3) feet in height, awnings and lighting, or another architectural variation that creates visual interest.

Figure 24. Visual interest is created through variation in building projections and construction materials.

8. Garages. Townhomes shall be designed oriented toward public roads with rear loading garages accessed by a paved parking area or alley way (see figure 25). Rear loading garages are

highly encouraged for townhomes located on interior project roads with units oriented toward a common courtyard area (see figures 22 and 24). Multiple unit structures shall have garages incorporated into the primary structure with a minimum of thirty (3) percent of the lower level gross floor area utilized as garage areas; additional garages may be detached from the principle structure. An external concrete parking structure attached to the principle structure may be allowed in lieu of the thirty (30) percent garage requirement.

Figure 25. Garages are located on the rear side of the townhome units with the front doors oriented to a courtyard area.

B. Site Design Standards.

1. Each unit shall have not less than two (2) off-street parking spaces (not in tandem configuration), at least one of which is within a fully enclosed garage or parking structure. All uncovered spaces shall be hard surfaced with asphalt or concrete and all spaces shall be accessed from a public road by a hard surfaced drive approach composed of asphalt or concrete. Architecture of all garages must be cohesive with the other buildings in the project.

2. Natural features. Townhome and multiple unit projects shall respect and maintain natural features such as existing trees, hills, drainages, wetlands, bodies of water, or other natural features.

3. Development plans shall include a landscaping plan for the front yards, which shall be installed by the developer. For projects with more than ten (10) units, the landscaping plan shall include at least one (1) tree for every two (2) dwelling units, half of which shall be coniferous evergreen trees and one shrub of five (5) gallon size for each two (2) dwelling units. The coniferous trees shall be at least six (6) feet in height and the deciduous trees shall be at least two (2) inches in caliper.

4. Streets. Interior project streets shall include on-street parking, curb extensions, sidewalk furniture, and crosswalks.

5. Each multi family dwelling project shall provide fencing along interior property lines where incompatible or less intensive uses exist. The required fencing must be a six (6) foot sight obscuring fence. Fences over four (4) feet tall or sight obscuring fencing shall not be located between the buildings and the street.

6. Each multi-family project with ten (10) units or more shall include amenities for the residents of the project as per Table 37.080 of the Development Code. Because each project will be different in nature, the amenities are likely to be different. The amount of amenities required shall be in proportion to the proposed number of units in the development. The required number of amenities is listed in Table 37.080 Multi-Family Development Amenities Requirements. Amenities shall be provided according to project size or comparable equivalent amenities as required or recommended by the Planning Commission and, if City Council approval is required, as approved by the City Council. Amenities included are:

(a) Picnic Areas. Picnic areas shall consist of a barbeque and two (2) tables on a concrete pad with a cover.

(b) Sports Court. Sports courts shall be at least five hundred (500) square feet and constructed with concrete or equivalent hard surface area.

(c) Playground. Playgrounds shall be constructed of commercial grade materials and include equipment for younger children and older children.

(d) Club House. A club house shall be used for gatherings of residents and be at least seven hundred and fifty (750) square feet in size complete with restrooms.

(e) Pool. Pools shall be sub-surface and be no less than twenty (20) feet by forty (40) feet in size.

(f) Tennis Courts. Tennis courts shall be professional regulation size and be constructed of concrete or equivalent hard surface area.

(g) Splash Pad. Splash pads shall be at least three hundred (300) square feet in size, include a minimum of three (3) vertical spray features, and be constructed of concrete.

7. Buildings shall be oriented to the right-of-way in order to create a "street-wall" along the street edge with no front yard setback except to allow for some minor landscaped areas, courtyards, or plazas. Parking shall not be located between the street and buildings and shall be placed at the interior portion of the property (see figure 26).

8. A minimum of twenty (20) percent of the total landscape area must be xeriscaped as defined by the Development Code. Xeriscaping is strongly encouraged in passive open space areas with turf grass used in a central active open space area.

Figure 26. Apartment development with parking located on the interior portion of the site and buildings oriented to the street.

9. Pedestrian circulation. Mult-family residential projects shall provide pedestrian walkways that interconnect the street, open spaces, parking, building entrys, adjacent sites and adjacent master planned trails where applicable. Walkways shall be hard surfaced with concrete, brick pavers or asphalt. Crosswalks shall be placed where pedestrian walkways cross streets and internal roads and shall be painted or made of concrete or brick pavers.

C. Downtown Spacing Requirements.

1. The existing single-family characteristics of the central residential neighborhoods of the City shall be maintained. For the purposes of this subsection, a central residential neighborhood shall be defined as any existing residential neighborhood in an R-2 or R-3 Zone within the area from State Street to 400 South and from 500 West to 850 East including any dwellings or properties fronting on said streets. In order to maintain the existing single family characteristics of said central residential area, any new two family, three family, four family or multi family dwelling within the defined area, and where allowed in an R-2 or R-3 Zone, shall not be located within a four hundred (400) foot radius (measured from building footprint to building footprint) of the nearest existing two family, three family, four family or multi-family dwelling except when located in a Planned Unit Development or unless otherwise approved by the Planning Commission and City Council.

Section 37.050. Connectivity Standards

(New 04/26/16)

A. Purpose. These standards are intended to create a connected transportation system between neighborhoods and commercial areas within the City. The specific purposes of this Section include:

1. Promoting walkability through additional connections and shorter block lengths.

2. Improving emergency response time.

3. Increasing effectiveness of delivery access.

4. Providing better routes to schools and parks.

5. Reducing impacts of development on Master Planned arterial and collector roads by providing alternative routes.

6. Preventing isolated developments that increase dependency on automobiles.

B. Definitions.

1. Block Length – The distance along any given road frontage between two intersections with 3 or more connecting links (see Figure 27). Links that connect into a cul-de-sac shall not be considered the termination point of a block length.

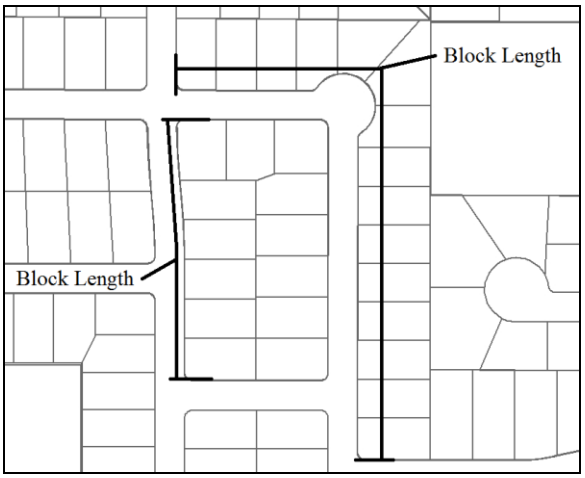

Figure 27. Example block length measurements.

2. Chicane – An extension of a curb typically on a local street to provide an element of traffic calming.

3. Connectivity Index – A ratio of roadway links and nodes that serves as a metric for measuring the level of connectivity.

4. Cul-de-sac Length – The distance from the street intersection to the throat of the cul-de-sac bulb (see Figure 28).

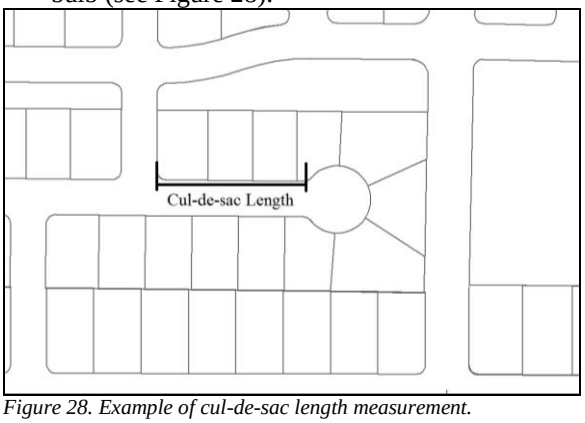

Figure 28. Example of cul-de-sac length measurement.

5. Curb Extension – An extension of a curb in a roadway to narrow the road at pedestrian crossings to provide additional safety for pedestrians and serves as a traffic calming measure.

6. Links – Streets that connect to nodes or external streets not included in the proposed development.

7. Node – Street intersection or cul-de-sac located within a proposed development. A street intersection exists where two or more named roads intersect.

C. Circulation Plan. A circulation plan shall be provided as part of a preliminary subdivision plat application.

1. The circulation plan must address street connectivity, pedestrian circulation, emergency access, and parking movements. In cases where cut-through traffic is likely, traffic calming measures such as curb extensions, chicanes, raised crossings, or other features may be required.

2. The circulation plan shall show the connectivity index, block length dimensions, cul-de-sac length dimensions, pedestrian facilities, and any proposed traffic calming features.

3. The circulation plan must take into account access and connectivity on adjacent parcels. On a case-by-case basis the Planning Director and City Engineer may require changes to stub road locations if it will increase the connectivity within an adjacent property.

4. A circulation plan will be required for proposed developments with more than one acre in project size or with more than ten (10) units. The Planning Director and City Engineer may waive the requirement for a circulation plan on a case-by-case basis.

D. Connectivity Index Calculation. The required connectivity index is calculated by dividing the total number of links by the total number of nodes (see Figure 29).

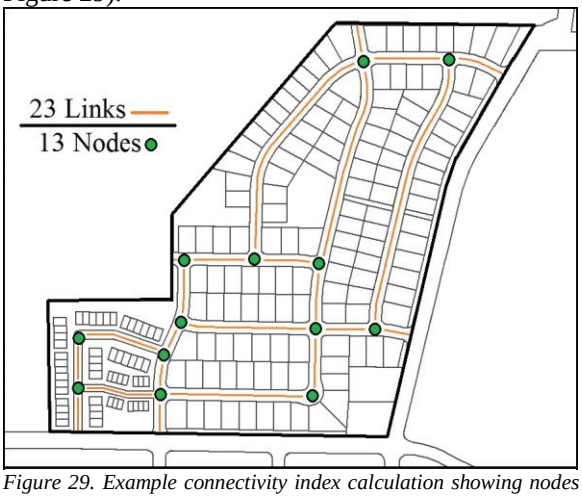

Figure 29. Example connectivity index calculation showing nodes and links. This example shows 23 links and 13 nodes which equates to a connectivity index of 1.77.

1. For the purposes of calculating the number of total links, one link beyond each node shall be

included in the connectivity index calculation. Street stubs that provide future access to adjacent properties or streets that connect to existing streets are considered links.

2. An additional ½ link shall be included in the connectivity index calculation for each of the following:

(a) Hard surface pedestrian connection through a cul-de-sac with a minimum width of ten (10) feet including an additional two (2) foot soft shoulder on each side (see Figure 30);

(b) Hard surface master planned trail connection with a minimum width of (10) feet including an additional two (2) foot soft shoulder on each side (see Figure 31);

(c) Internal hard surface trail segment connecting two roads with a minimum width of ten (10) feet including an additional two (2) foot soft shoulder on each side (see figure 32).

Figure 30. Cul-de-sac with a pedestrian connection to allow access to an adjacent open space.

Figure 31. Pedestrian connection to a master planned trail.

Figure 32. Trails make pedestrian connections between multiple streets.

3. An additional ¼ link shall be included in the connectivity index calculation for each roadway segment where homes face an amenitized open space, park, or natural area (see Figure 33). The roadway segment shall have a minimum three hundred (300) feet of frontage along the said open space.

Figure 33. Park layout allows access from all sides with home fronts facing the park.

E. Residential Connectivity Standards. All new residential subdivisions with ten (10) or more units or more than one acre shall meet the following connectivity index, block length, and cul-de-sac length standards for public roads. Private roads shall be reviewed on a case-by-case basis: however, a public road may be required to prevent a private road in a subdivision from stubbing into a future or existing public road.

1. Required Connectivity Index. The minimum required connectivity index shall be required based on the project density as identified in the following table of minimum connectivity index scores:

Density	Minimum Index Score
0-2.5 DU/AC	1.5
2.6-4 DU/AC	1.6
4.1+ DU/AC	1.75

(a) Reduction in Required Connectivity Index. The required connectivity index may be reduced if the applicant provides clear and convincing evidence that it is impossible or impracticable to achieve due to the following limitations:

i. Topography;
ii. Natural features including lakes, rivers, designated wetlands;
iii. Existing adjacent development;
iv. Rail corridors;
v. Limited access roadways.

Reductions in the required connectivity index will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments and Planning Commission and approval by the City Council.

The total allowed reduction to the required connectivity index will be based on an analysis of existing conditions that prevent connections. As part of the analysis, City staff will ensure the internal connectivity of the subdivision meets the required connectivity index and that connectivity is provided to adjacent properties where possible.

2. Maximum Block Lengths. Maximum block lengths allowed shall be required based on the project density as identified on the following table:

Density	Maximum Block Length
0-2.5 DU/AC	1,000 ft.
2.6-4 DU/AC	800 ft.
4.1+ DU/AC	600 ft.

(a) Increase in Block Length. The maximum allowed block length may be increased if the applicant provides clear and convincing evidence that it is impossible or impracticable to achieve due to the following limitations:

i. Topography;
ii. Natural features including lakes, rivers, designated wetlands;
iii. Existing adjacent development;
iv. Rail corridors;
v. Limited access roadways.

Increases in block length will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments and Planning Commission and approval by the City Council.

3. Cul-de-sac Length Standards. Maximum cul-de-sac lengths allowed shall be required based on the project density as identified on the following table:

Density	Maximum Cul-de-sac Length
0-2.5 DU/AC	400 ft.
2.6+ DU/AC	250 .

(a) Cul-de-sacs shall not be allowed in the R-2, R-2.5 or R-3 zones unless the applicant provides clear and convincing evidence that a cul-de-sac is be necessary to develop the entire parcel due to the following limitations:

i. Topography;
ii. Natural features including lakes, rivers, designated wetlands;
iii. Existing adjacent development;
iv. Rail corridors;
v. Limited access roadways.

Requests for cul-de-sac within the R-2, R-2.5, and R-3 zones will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments and Planning Commission and approval by the City Council.

F. External Street Connectivity Standards. In addition to the internal street connectivity standards, external connectivity shall be maintained.

1. Cul-de-sacs. In cases where cul-de-sacs have one (1) or two (2) rows of lots between the end of the cul-de-sac and an external road, a hard surface pedestrian connection with a minimum width of ten (10) feet including an additional two (2) foot soft shoulder on each side shall be utilized to connect to the external street (see Figure 34).

2. Pedestrian connections shall be utilized to connect proposed developments to master planned trails and adjacent existing or future developments where applicable. Connections shall be of a hard surface with a minimum width of ten (10) feet including an additional two (2) foot soft shoulder on each side.

Figure 34. Sidewalk connection from cul-de-sac connects to an external collector road.

G. Non-Residential Connectivity Standards. All new non-residential subdivisions containing the dedication of public roads shall meet the following connectivity index and block length standards. Private roads shall be reviewed on a case-by-case basis: however, a public road may be required to prevent a private road in a subdivision from stubbing into a future or existing public road.

1. Required Connectivity Index. The minimum required connectivity index score shall be 1.5 for non-residential developments.

(a) Reduction in Required Connectivity Index. The required connectivity index may be reduced if the applicant provides clear and convincing evidence that it is impossible or impracticable to achieve due to the following limitations:

i. Topography;
ii. Natural features including lakes, rivers, designated wetlands;
iii. Existing adjacent development;
iv. Rail corridors;
v. Limited access roadways.

Reductions in the required connectivity index will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments and Planning Commission and approval by the City Council.

The total allowed reduction to the required connectivity index will be based on an analysis of existing conditions that prevent connections. As part of the analysis, City staff will ensure the internal connectivity of the subdivision meets the required connectivity index and that connectivity is provided to adjacent properties where possible.

2. Maximum Block Lengths. Maximum block lengths allowed shall be one thousand (1,000) feet for non-residential subdivisions.

(a) Increase in Block Length. The maximum allowed block length may be increased if the applicant provides clear and convincing evidence that it is impossible or impracticable to achieve due to the following limitations:

i. Topography;
ii. Natural features including lakes, rivers, designated wetlands;
iii. Existing adjacent development;
iv. Rail corridors;
v. Limited access roadways.

Increases in block length will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments and Planning Commission and approval by the City Council.

(b) Cul-de-sac Standards. Cul-de-sacs shall not be allowed in any non-residential zone unless the applicant provides clear and convincing evidence that a cul-de-sac is be necessary to develop the entire parcel due to the following limitations:

i. Topography;
ii. Natural features including lakes, rivers, designated wetlands;
iii. Existing adjacent development;
iv. Rail corridors;
v. Limited access roadways.

Requests for cul-de-sacs within non-residential zones will be reviewed on a case-by-case basis and must require recommendations from the reviewing departments and Planning Commission and approval by the City Council.

(c) Cross Access. It is highly encouraged for non-residential site plans to provide cross-access to adjacent developments to allow auto and pedestrian trips to occur between developments without the need of using the street (see Figure 35)

Figure 35. Adjacent non-residential uses provide cross-access which reduces trips required on the surrounding streets.

Section 37.060. Outdoor Spaces Site Design Standards

A. General Description. These Site Design Standards address the various outdoor spaces that form Lehi – its streets, parking areas, sidewalks, plazas, and other outdoor places – which provide settings for the architecture of Lehi, and connections to and from the various buildings.

The design of outdoor downtown spaces should be equal in quality as the buildings themselves. This will help create a downtown district that is unified and consistent, and which results in a positive downtown image.

B. Purpose. The following standards describe how to treat public spaces located in Downtown Lehi. These standards apply to the specific streets and places described in the Downtown Lehi Revitalization Plan (2007).

These standards are intended to provide direction for Lehi City, UDOT, property owners, designers, and developers as improvements are made to both public infrastructure and sites, and privately-owned spaces in the Downtown area.

C. Streets and Streetscape. Each of the streets in Downtown Lehi can contribute to the establishment of a positive place for residents and visitors. The width of the roadway, the number of lanes, on-street parking, street trees and landscaping shape our first impressions of an area.

The following Outdoor Spaces Site Design Standards address each typical road and street in Lehi, as defined in the Downtown Lehi Revitalization Plan (2007):

1. Street-type A: Main Street Historic Core. This portion of Main Street is located between 500 West and 100 East. The segment is both limited and defined by the narrow street right-of-way and the adjacent line of structures or "streetwall" along the street edge.

Streetscape improvements in this area should occur within the confines of the right-of-way where possible. In cases where buildings are missing or where they detract from the historic character, the front setback may be re-aligned toward the rear, if the overall effect improves the pedestrian character of the adjacent sidewalk, and with the approval of the Lehi Planning Commission.

(a) Paving and Surface Materials. Sidewalks and walkways shall be constructed of brick, concrete unit pavers or similar materials that respect and celebrate the historic nature of the area. Color tones shall be medium to dark in tone in order to create a uniform setting for the surrounding building materials and colors.

(b) Lighting and Furnishings. Streetlights and furnishings shall be coordinated throughout Downtown Lehi. Furnishings shall be limited to a select range of benches, trash receptacles, tree grates and bollards. Streetlights shall be selected from a single model line and coordinate with other downtown streetlights.

Figure 27. Example of a brick walkway with medium to dark tones

(c) Landscape Treatments. Street trees shall be large (>35' high and wide) at maturity, hardy, drought-tolerant, water conserving and traditional appearance. Tree species shall be avoided that will heave paving and sidewalks, that are overly dense or difficult to maintain.

2. Street-type B: Main Street Transition Zone. This segment of Main Street extends from 100 East to 400 East. The roadway has a more open,

residential feel than the historic core segment, despite the narrow right-of-way. Streetscape improvements should be contained within the right-of-way, merging the diverse range of adjacent uses within a uniform streetscape design. The following Outdoor Space Site Design Standards shall apply:

(a) Paving and Surface Materials. Sidewalks shall be standard poured-in-place concrete.

(b) Lighting and Furnishings. Streetlights and furnishings shall be coordinated throughout downtown. Furnishings shall be limited to a select range of benches, trash receptacles, tree grates and bollards. Streetlights shall be selected from a single model line and coordinate with other downtown streetlights.

3. Street-type C: Main Street Business Zone. This section of Main Street extends form 400 East to 850 East. The roadway here is wider than other portions of Main Street, and is lined with a range of commercial uses. Streetscape improvements in this area shall reinforce the sense of a unified parkway along the length of Main Street. The following Outdoor Space Site Design Standards shall apply:

(a) Paving and Surface Materials. Sidewalks shall be standard poured-in-place concrete.

(b) Lighting and Furnishings. Streetlights and furnishings shall be coordinated throughout downtown. Furnishings shall be limited to a select range of benches, trash receptacles, tree grates and bollards. Streetlights shall be selected from a single model line and coordinate with other downtown streetlights.

4. Street-type D: State Street Boulevard. State Street improvements should focus on converting the wide, utilitarian highway into an attractive urban road, particularly in the vicinity of the State Street Historic Core. Improvements shall be implemented in consultation with UDOT. The following Outdoor Space Site Design Standards shall apply to State Street Boulevard:

(a) Paving and Surface Materials. Sidewalks shall be standard poured-in-place concrete.

(b) Lighting and Furnishings. Streetlights and furnishings shall be coordinated throughout downtown. Furnishings shall be limited to a select range of benches, trash receptacles, tree grates and bollards. Streetlights shall be selected from a single model line and coordinate with other downtown streetlights.

(c) Landscape Treatments. Street trees shall be large (>35' high and wide) at maturity, hardy drought tolerant, water conserving and traditional in appearance. Tree species shall be avoided that will heave paving and sidewalks, that are overly dense or difficult to maintain.

5. Street-type E: Center Street Greenway. Improvements here shall establish Center Street as a "festival" place, distinguishing it from other roads in the area. The treatment shall clearly demarcate Center Street as a place of special events, and the home of unique cultural features. The following Outdoor Spaces Site Design Standards shall apply

(a) Paving and Surface Materials. Sidewalks shall be standard poured-in-place concrete. Park strips shall be planted with grass, other plants, and in some cases, pavers similar to those established for Main Street sidewalks.

(b) Lighting and Furnishings. Streetlights and furnishings shall be coordinated throughout downtown. Furnishings shall be limited to a select range of benches, trash receptacles, tree grates and bollards. Streetlights shall be selected from a single model line and coordinate with other downtown streetlights.

(c) Landscape Treatments. Street trees shall be large (>35' high and wide) at maturity, hardy, drought tolerant, water conserving and old fashioned in appearance.

6. Street-type F: Collector Streets. These streets shall be formalized with sidewalks, curb and gutter, park strips and street trees. The following Outdoor Spaces Site Design Standards shall apply:

(a) Paving and Surface Materials. Sidewalks shall be standard pour-in-place concrete. Bulbouts shall utilize the same concrete unit pavers or similar materials along the length of Main Street.

(b) Lighting and Furnishings. Streetlights shall be coordinated throughout downtown. No street furnishings are envisioned on these streets. Streetlights shall be selected from a single model lone and coordinate with other downtown streetlights.

(c) Landscape Treatments. Street trees shall be large (>35' high and wide) at ma-

turity, drought tolerant, water conserving and old fashioned in appearance. Trees along this street should be distinctly different than those located on Main Street or other downtown roads.
(d) Tree species shall be avoided that heave paving and sidewalks, or which are difficult to maintain.
(e) Park strips shall be planted with drought tolerant turf and/or groundcovers.

7. Street-type G: Local Streets. Local streets should be slightly modified to include sidewalks while maintaining the rural feeling that exemplifies the charm of the area. If possible, sidewalks should be incorporated with the existing drainage swales. The following Outdoor Spaces Site Design Standards shall apply:
(a) Paving and Surface Materials. Sidewalks shall be standard poured-in-place concrete.
(b) Lighting and Furnishings. Residents should be consulted to determine the need and desire for streetlights.

D. Parking Lots and Alleys. Parking lots and rear alleys are critical places for creating a harmonious and desirable downtown area. These spaces shall be treated with the same care as adjacent streets, with a focus on "fitting in" and putting the needs of pedestrians in front of motorists.

A well-conceived shading strategy provides a level of order and structure that can transform a parking lot from an undifferentiated asphalt expanse into a clearly articulated, safe, comfortable and visually interesting place. Where parking is located adjacent to a public road, trees, low walls and other appropriate vegetation shall be used to separate the parking area from the sidewalk and street. Parking lots shall be well-landscaped.

1. Lighting and Furnishings. Lighting shall be provided in all parking lots. Contemporary style poles and fixtures will provide a nice contrast to nearby "old fashioned" streetlights, although most styles should be allowed. Fixtures which are "night sky" friendly (which limits upward lighting) shall be used.

2. Landscape Treatments.
(a) Parking lots shall be landscaped with a mix of medium to tall trees (25-45 feet high and wide).
(b) Trees should have a heavy canopy to provide good shade.
(c) Trees shall be drought-tolerant, water conserving, and distinctly different than those located on Main Street or other downtown roads.
(d) Tree species shall be avoided with roots likely to heave paving or which are difficult to maintain.
(e) Trees shall be typically planted in rows within barrier islands, according to existing Lehi City spacing requirement. Clustered tree planting may be preferable to rows in certain cases.

Figure 28. Parking lot with access to adjacent uses

3. Access to Adjacent Uses and Buildings. Sidewalks and paved connections shall be provided between parking lots and nearby buildings and points of interest.

E. Street Trees and Landscape Elements. Large shade trees are a defining element of Downtown Lehi. As the area grows and changes, the planting of additional trees is encouraged, particularly along downtown streets and roads. In general, new street trees should be selected that are large at maturity, since this will reinforce the pleasant, traditional character of the area.

1. Street Furnishings and Lighting. Street furnishings and streetlights shall be coordinated throughout downtown. A cohesive system of furnishings and lightings shall be implemented throughout the area, according to a detailed Furnishing and Lighting Plan. The style of furnishings and lighting shall exude a sense of high-quality investment and civic pride. Streetlights shall be selected from a single model line, with variations according to the lighting function required and the specific area to be lit.

2. Fences and Walls. The application of fences and walls is dependent on the use of these features, the surrounding uses to be screened or

buffered, and site context. In general, fences and walls in Downtown Lehi shall be limited to the rear and sides of buildings, helping to reinforce the feeling of a small urban area. The use of fences and walls should be limited to locations where they benefit the surroundings or are rigid for buffering. In general, these features shall be constructed of solid materials that fit with the overall feel of the area. The design of fences and walls should respond to surrounding fence treatments.

Section 37.070. Parking Standards

(New 12/09/14)

A. Purpose. These standards are intended to create off-street parking areas for new development and redevelopment projects that promote functionality, safety, and aesthetics.

B. General Requirements.

1. Every building, structure, improvement, and use shall provide permanent, maintained off-street parking as specified in this Chapter. The parking shall be a continuing obligation of the property owner as long as the use continues. It shall be unlawful for a landowner to eliminate required off-street parking unless otherwise provided on the parcel and approved by the City.

2. If parking is located on a lot or parcel under different ownership, a perpetual easement must be recorded in the office of the Utah County Recorder prior to final approval.

3. Any lights provided or required to illuminate a parking area shall be arranged in a manner that will reflect light away from adjacent properties and roadways.

4. All required parking lots and parking structures shall be hard surfaced with asphalt, brick pavers, concrete, or other impervious material. Pervious parking surfaces (see figure 29) may be allowed if drainage or any environmental detriments are mitigated. The materials shall be approved by the City Engineer and be capable of handling the anticipated size and weight of vehicles, including public safety vehicles.

Figure 29. Pervious concrete allows water to percolate through to the ground and reduce the amount of storm water run-off.

5. Each parking lot shall be surrounded by a concrete curb, or other border approved by the City Engineer to ensure the life of the surface and to limit the access to approved ingress and egress locations.

6. Private parking shall not be designed to allow backing onto a public street, unless otherwise approved by the City Engineer.

7. No parking shall occur in any alley, driveway, traffic isle or delivery area, nor shall it interfere with the ingress/egress of a site.

C. Site Design Standards.

1. Site Accesses

(a) Minimum Access Width. Any access allowing ingress/egress to a site shall be constructed according to the following standards:

i. One-Way Access. A minimum width of 16 (sixteen) feet and maximum width of 18 (eighteen) feet shall be maintained for one-way accesses (see Figure 30).

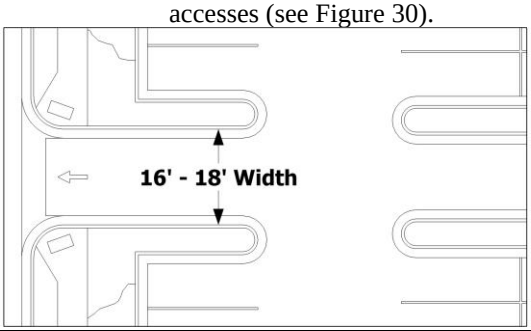

Figure 30. One-Way Access

ii. Two-Way Access. A minimum width of 25 (twenty five) feet and a maximum width of 28 (twenty eight) feet shall be maintained for a two-way access (see Figure 31).

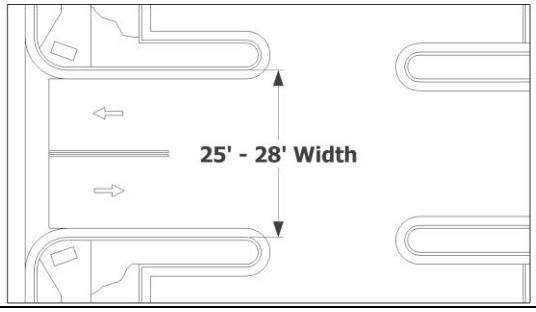

Figure 31. Two-Way Access.

iii. Two-Way Access with 3 Lanes. A minimum width of 34 (thirty four) feet and a maximum width of 36 (thirty six) feet shall be maintained for a two-way access with 3 (three) lanes (see Figure 32).

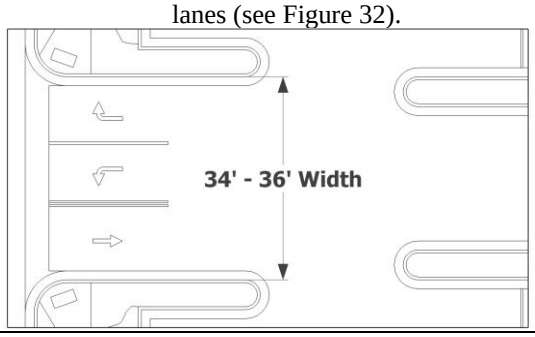

Figure 32. Two-Way Access with 3 Lanes.

(b) No access shall exceed the set maximum width unless otherwise approved by the City Engineer.
(c) Site accesses located along any State Road shall comply with the Utah Department of Transportation access standards.
(d) Non-private drive approaches along the curb line shall be wider than the associated site access width. When the access adjoins the street with a curb return, the minimum radius for the back of curb shall be 11 feet. When the access is designed using an approach flair, the approach bottom shall be 10 feet wider (5 feet on each side) than the access width.

2. Pedestrian Corridors.
(a) Any parking lot in excess of fifty (50) stalls shall provide a hard surface walkway with a minimum width of five (5) feet from the parking lot and/or street to the entrance of the building (see Figures 33 and 34).
(b) Planter areas with trees and/or shrubs shall be placed along the pedestrian walkway as part of the required ten percent (10%) parking open space requirement.

Figure 33. Parking lot with pedestrian access from the street to the building.

Figure 34. Parking lot pedestrian walkway with pockets of landscaping.

D. Parking Dimensions.

1. Each off-street parking stall shall have minimum dimensions of not less than nine (9) feet in width and eighteen (18) feet in length.

2. Compact parking stalls of eight and a half (8.5) feet in width and sixteen (16) feet in length may be utilized as approved by the Planning Commission and subject to the following:
(a) Compact stalls may only be used for uses with low parking turnover such as office, industrial, commuter parking lots, schools, institutional uses, and other uses as approved by the Planning Commission.
(b) Compact stalls may be used only in parking lots with fifty (50) stalls or greater.
(c) Compact stalls may be used only in irregular or odd shaped portions of the site, where standard stall sizes cannot be utilized.
(d) No more than ten percent (10%) of the total number of required parking stalls shall be designated for compact car parking.
(e) Compact stalls may be used only where the tires of parked cars contact wheel stops or curbing that allows for vehicle overhang.

However, the overhang area must be a landscaped area, not a sidewalk or other pedestrian walkway.

3. Unless otherwise approved by the City Engineer, each parking module, defined as one access aisle servicing a row of parking on each side of the aisle, shall have a minimum aisle width and stall size as set forth in the following diagrams:

(a) Two-Way 90˚ (Perpendicular) Parking Module – high parking turnover (uses such as retail, restaurants, grocery stores, etc.): Uses that must accommodate a higher percentage of full size trucks or heavy equipment (such as a contracting business, construction company, etc.) may be required to provide a 64 (sixty four) foot parking module.

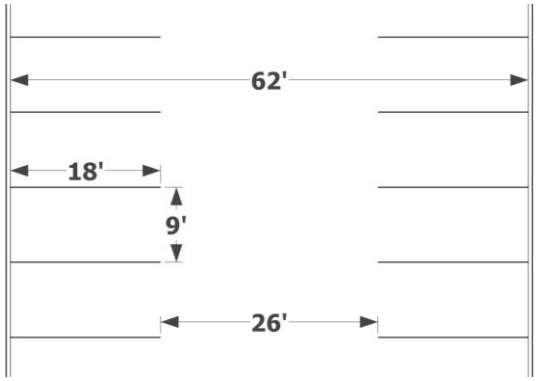

Figure 35.

(b) Two-Way 90˚ (Perpendicular) Parking Module – low parking turnover (uses such as office, schools, institutional uses, etc.):

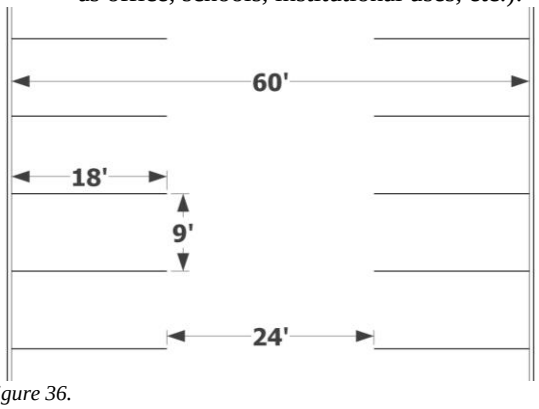

Figure 36.

(c) One-Way 60˚ Parking Module:

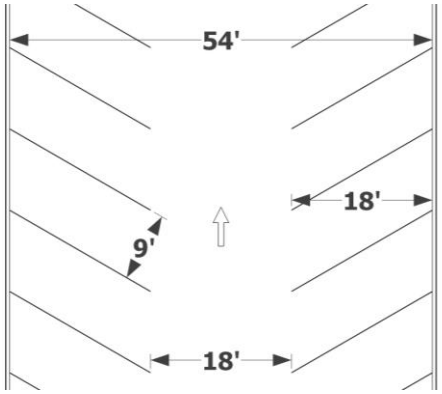

Figure 37.

(d) One-Way 45˚ Parking Module:

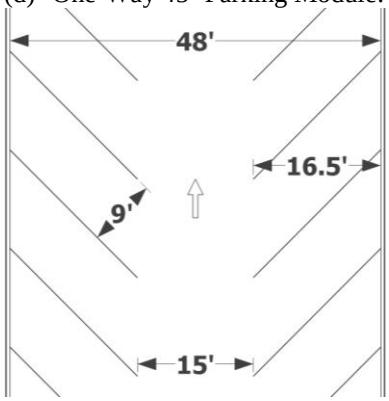

Figure 38.

(e) One-Way 0˚ (Parallel) Parking Module (end stalls must be a minimum of 24 (twenty four) feet in length):

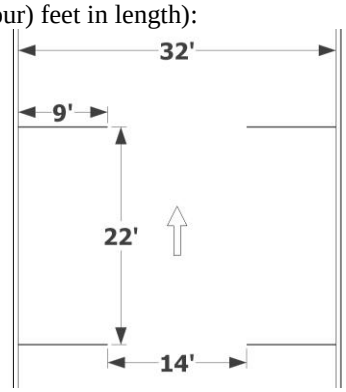

Figure 39.

(f) Two-way angled parking shall maintain a minimum twenty (20) foot drive aisle.

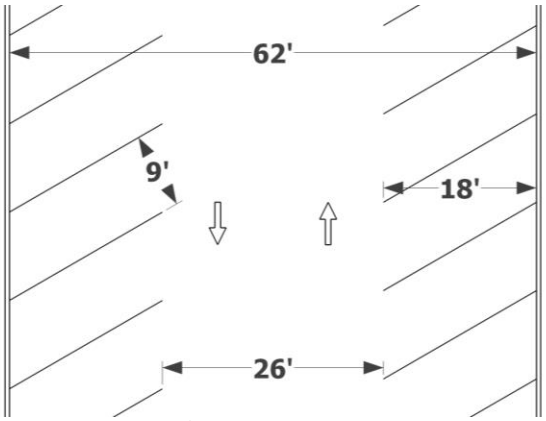

Figure 40. Example of a two-way angled parking module with twenty (20) foot drive aisle.

(g) In a case where compact parking stalls are utilized on one side of the aisle, the module width may be reduced accordingly. Compact stalls shall be a minimum eight and a half (8.5) feet in width and sixteen (16) feet in length where there is a two (2) foot overhang.

E. Parking Structure Design Standards.

1. Parking Stall Size Reductions.
(a) Office Uses. Office building projects are characterized by having two-peak traffic flow periods (AM/PM peak periods) in a day with a non-constant traffic flow throughout the remainder of the day. Because of such, parking stall dimensions may be reduced to eight and a half (8.5) feet in width and in the case a stall has two (2) feet of overhang space, a stall may be reduced to sixteen (16) feet in length (see Figure 41). Stalls adjacent to a support column or wall shall maintain an eight and a half (8.5) foot wide clearance.

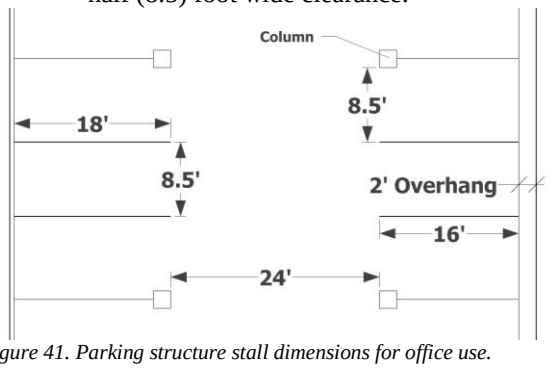

Figure 41. Parking structure stall dimensions for office use.

(b) Retail, Mixed Use, and Other Uses. Parking stall dimensions shall maintain standard dimensions of nine (9) feet by eighteen (18) feet unless otherwise approved by the City Engineer. Where stalls are located next to a support column or wall, the minimum parking stall width may be reduced by six (6) inches.

2. Parking Structure Design.
(a) Parking structures shall be designed with similar components and materials as the principle on-site building. Exterior materials shall consist of concrete, masonry, rock, glass, and/or other materials approved by the Planning Commission.
(b) It is highly encouraged to utilize horizontal beam construction that avoids placing support columns or walls adjacent to parking stalls and aisles.
(c) In cases where a site is sloped, parking structures shall take advantage of the topography by retaining the slope with the structure (see Figure 42). Where possible the structure should not be visible from the public street.

Figure 42. Parking structure built into the slope with low visibility from the street.

(d) Exterior facades of a parking structure shall provide a variation of materials, wall projections, or change in architecture every one hundred (100) to one hundred fifty (150) feet (see Figure 43).

Figure 43. The parking structure façade exhibits variations with

the use of embossed concrete walls and the use of pillars and cable.

(e) Parking structures shall be designed to allow natural light and public visibility to improve safety.

(f) Parking structure stairways shall be covered and it is strongly encouraged to enclose the stairway with architectural elements that relate to the principal building (see Figure 44).

Figure 44. Parking structure stairway is enclosed with the use of materials to match the principal structure.

3. Screening. Any associated equipment (transformers, ventilation shafts, elevator equipment, etc.) shall be screened from public view by landscaping, screen walls, or other feature that may be incorporated into the design of the structure.

4. Landscaping. Any parking structure shall be landscaped around the base with the use of trees and shrubs. It is strongly encouraged to provide landscaping on the top level of the structure with the use of planter beds or potted plants (see Figure 45).

Figure 45. Top deck of a parking structure with large landscaped area.

F. ADA Accessible Parking. As part of the minimum off street parking requirements, all property owners and applicants for development approvals are required to comply with the minimum standards for the provision of handicapped parking stalls as identified and required by the Americans with Disabilities Act (ADA), as amended. The parking stalls shall be identified by typical ADA symbols and should be placed in areas that are most convenient to the entrance to the structure.

G. Shared Parking Standards. The Planning Commission may authorize, with a recommendation from the City Engineer, shared parking of one parking lot for multiple uses if the following criteria are met:

1. A site plan submitted concurrently identifying the locations of each use and the proposed parking area.

2. The applicant shall provide clear and convincing evidence that the proposed uses have separate peak parking periods that do not conflict.

3. A shared parking agreement and a cross access easement shall be recorded in the office of the Utah County Recorder.

4. The building entrances are no greater than three hundred (300) feet from the nearest edge of the parking lot.

5. The applicant shall provide a parking analysis completed by a licensed engineer with the following information:

(a) Projected peak parking hours for each use;

(b) Number of required parking stalls for each use;

(c) Number of existing or proposed parking stalls.

H. Bicycle Parking Standards. Active transportation continually becomes more popular as a healthy alternative to automobiles and as such the demand for bicycle parking facilities has grown. The following standards are to provide secure and accessible bicycle parking facilities and encourage continual growth in active transportation and lessening of traffic congestion.

1. Required Number of Bicycle Parking Stalls. The minimum number of required bicycle parking stalls for any use shall be five percent (5%) of the total required number of vehicular parking

stalls with a minimum 2 stalls. Where a project is located within a half mile of a permanent transit station or located adjacent to a master planned trail or other regional bicycle facility, a minimum ten percent (10%) of the total required vehicular parking shall be provided. In all cases, the number of bicycle parking stalls shall be exclusive of required vehicular parking stalls.

2. Bicycle Parking Design Standards.
   (a) Required bicycle parking shall be located on the same site as the principal use and shall be easily accessible from the public street or trail.
   (b) Outdoor bicycle parking must be located near the building entrance but not to interfere with the entrance (see Figure 46) or if located away from the entrance a pedestrian path leading to the entry shall be provided. In addition, outdoor bicycle parking must be located such that it is visible to help prevent theft.

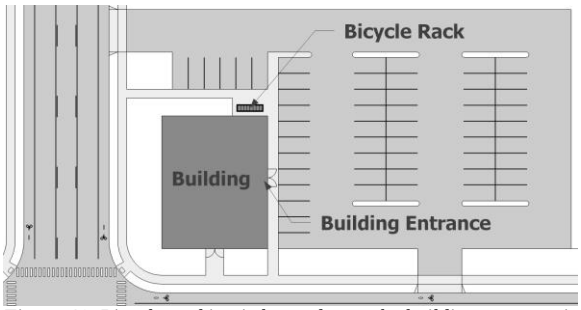

Figure 46. Bicycle parking is located near the building entrance in such a way it does not interfere with pedestrian traffic.

(c) Bicycle racks shall be an "inverted U" design that allows for bicycles to be locked on the frame (see Figure 47). Other bicycle racks may be used as approved by the Planning Commission if the proposed bicycle rack provides two locking points. Bicycle racks shall be anchored to the ground as to resist rust and prevent removal by vandalism. Other creative or artistic bicycle racks may be approved by the Planning Department if the subject rack provides two points of contact for the parked bicycle.

Figure 47. Inverted U bicycle rack is basic and provides two locking points with space for two bicycles.

(d) Long Term Bicycle Storage. Uses such as office or institutional uses where a person may stay for a long period of time benefit from long term bicycle parking. Long term and secure bicycle parking encourages an increased number of bicycle trips. Office uses with a vehicular parking requirement greater than two hundred fifty (250) stalls shall place required bicycle parking either within a secure parking area (see Figure 48) or an indoor bicycle storage room/area (see Figure 49). It is encouraged to provide secure bicycle parking areas or indoor bicycle storage rooms for office uses with less than two hundred fifty (250) required vehicular stalls as well as other uses with a long term bicycle storage need.

Figure 48. Covered secure bicycle parking area allows access only to those who use it to prevent theft.

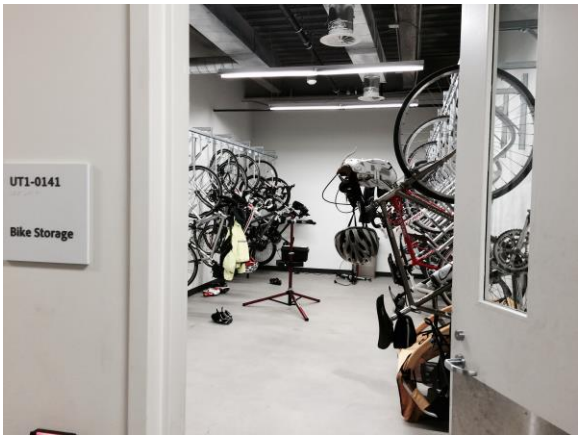

Figure 49. Indoor bicycle storage room provides maximum security for stored bicycles and encourages bicycle use.

(e) Reduction in Vehicular Parking. A reduction in the required vehicular parking for office and institutional uses is allowed at a reduction rate of one (1) vehicular stall for every two (2) indoor bicycle parking stalls provided in addition to any required indoor/secure bicycle parking stalls. A maximum ten (10) percent reduction in vehicular parking stalls shall be allowed for additional indoor bicycle parking.
(f) It is highly encouraged to provide bicy-

cle user end facilities for uses that have long term bicycle parking and higher bicycle use. User end facilities may include showers, lockers, and dressing rooms.

(g) A five (5) percent reduction in vehicular parking stalls in addition to other reductions or a two (2) percent reduction in parking lot landscape area may be approved if user end facilities are provided within the principal building. User end facilities shall provide separate showers, lockers, and dressing rooms specifically for the use of bicycle users.

I. Reduction in Required Parking.

1. For all Uses and activities located within the Mixed Use or Historic Commerce Districts no minimum parking requirements are identified. Rather it is the policy of the City to maintain all existing uses that do not meet the parking requirements of this Code within the Mixed Use or Historic Commerce Districts and to encourage additional uses and activities. However, in reviewing and approving new Uses within the Mixed Use (MU) and Historic Commerce (HC) districts the Zoning Administrator, Reviewing Departments, and Planning Commission will be guided by the parking requirements as contained in Table 37.090. Parking requirements for the Mixed Use (MU) and Historic Commerce (HC) districts shall be as approved by the Zoning Administrator, Reviewing Departments, and Planning Commission.

2. In all other zones, an applicant may request for a reduction in the amount of parking stalls. The applicant must clearly demonstrate that the required number of parking stalls is unnecessary for the proposed use and any possible future use of the building. Requests to lower the amount of parking stalls must be approved by the Planning Commission following a recommendation by the Reviewing Departments. Any request which lowers the amount of parking stalls by more than twenty (20) percent shall not be approved by the Planning Commission.

J. Landscaping.

1. An area equal to ten percent (10%) of the total size of the parking lot must be landscaped and pervious, exclusive of all required open space, perimeter plantings and required setback areas (see Figure 50). For uses requiring less than twenty (20) parking stalls the ten percent (10%) requirement shall not be required to be located within the parking area but shall be added to and provided within the other required landscape, buffer and screening areas.

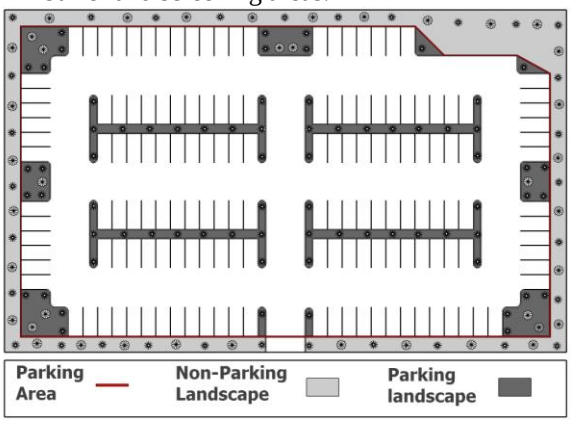

Figure 50. Shaded areas indicate what landscape areas are included in parking lot landscape requirement.

2. Landscaped islands and peninsulas shall be included in the design of parking areas. Landscaped islands must be a minimum of ten (10) feet in width and are required at the ends of parking rows at a maximum spacing of one per every twenty four (24) parking stalls (see Figure 51). Flowering trees or other types of ornamental planting should be used on end islands. Subject to Planning Commission approval, islands can be grouped to form one large island.

Figure 51. Landscaped island with trees, shrubs, and boulders.

3. Changes in grade, planting, and/or berms shall be provided to reduce the visual impact of large parking areas.

4. The following minimum landscaped setback and separation shall be required for all surface parking lots, unless otherwise approved by the Planning Commission

(a) Twenty (20) feet from public road rights-of-way.

(b) Ten (10) feet from perimeter property

lines.

5. The landscaping shall consist of grass, trees, shrubs and other attractive plant materials. The landscaping shall also include an automatic sprinkling or drip irrigation system and a border to separate the plants from the parking lot to protect the planting area. It is highly encouraged to xeriscape parking islands and peninsulas with the use of rock mulch, trees, shrubs, and boulders to promote water conservation and reduce maintenance.

K. Table of Off Street Parking. Accompanying the Table of Uses is a Table of Off-street Parking Requirements. This Table identifies the off-street parking requirements for the uses allowed within each Zoning District. If a use not indicated on the Table is proposed, the amount of off-street parking shall be determined by the Planning Commission following a recommendation from the Reviewing Departments.

Office and retail uses with more than two hundred fifty (250) proposed parking stalls and the amount of stalls exceeds the required number of stalls by two hundred percent (200%) or more (double the requirement), structured/underground parking shall be utilized for a minimum of forty (40) percent of proposed parking to prevent excessive areas of surface parking.

L. Maintenance. All parking lots and structures shall be maintained and kept free of garbage and debris. Striping of parking stalls shall be kept in a manner that allows each stall to be identified. Potholes, cracks, and other damage to the surface shall be repaired in a timely manner.

Section 37.080. Exceptions

(New 01/08/13; Amended 06/10/14; 12/09/14)

Exceptions to these standards, excluding Section 37.060 Parking Standards, may be made by the Planning Commission if the criteria set forth in this section are met. In the determination of an exception, the burden of proof will be the responsibility of the applicant to show clear and convincing evidence to demonstrate strict adherence to these standards would cause a negative impact to the proposed use or surrounding uses. All exceptions require Conditional Use approval.

A. At least two of the following additional architectural or landscaping features must be provided in order for the Planning Commission to consider an exception. These additional features include but are not limited to:

1. High quality building materials – Minimum eighty (80) percent coverage of high quality building materials such as rock or brick.

2. LEED Silver certification.

3. Additional landscaping – Including at least a one hundred (100) percent increase in open space in addition to the zoning open space requirements.

4. Indoor bicycle /covered secure bicycle parking –Provide bicycle parking equivalent to double the number of required bicycle parking stalls for a project within an enclosed portion of the primary structure or exterior secure structure.

5. Landscape and specialty building lighting.

6. Water features – Including fountains, faux streams, water falls, pond, or similar feature.

7. Sports courts – Including a minimum five hundred (500) square foot area built of concrete or other equivalent hard surface material.

8. Gazebos – Covered with a minimum one hundred (100) square feet including benches.

9. Additional connections to a master planned trail – Where applicable and must be constructed of concrete or asphalt.

10. Bicycle user end facilities – Including showers, locker and dressing rooms.

11. Pedestrian plaza – Including a minimum seven hundred fifty (750) square feet with seating areas, raised planters, and tables.

12. Patio roof terrace.

13. Additional architectural elements – Including awnings, cornices, ornamental features, pop-outs, or other features.

B. In the event an exception is granted to the requirements of Section 37.010 (B)(1)(a) or Section 37.040(B)(7), a maximum of one single row of parking may be allowed between the building and street as an exception.